

Intimations.

KELLY & WALSH, LD.

NEW BOOKS.

CHINA UNDER THE SEARCH-LIGHT, by W. A. Carnaby ... \$ 3.50
CHINA AND THE ALLIES, by A. H. SAVAGE-LANDOR, 2 Vol., Illustrations and Maps ... 19.00
MISSION PROBLEMS AND MISSION METHODS IN SOUTH CHINA ... 3.50
SIR HARRY PARKES IN CHINA, Paper by Stanley Lane Poole ... Cloth 2.0
Hongkong, 20th July, 1901. [690c]

OLD MATURED
JOHN WALKER WHISKEY,
FROM THE FAMOUS
KILMARNOCK DISTILLERY.
THE FAVOURITE WHISKY IN THE OLD COUNTRY.
ASK FOR IT!

Hongkong, 22nd July, 1901.

[777c]

A. CHEE & Co.

THE GREAT EMPORIUM FOR
GLASSWARE, LAMPS, KITCHEN WARE,
ELECTRO PLATED WARE.
GREATEST VARIETY LOWEST PRICES.

Hongkong, 22nd July, 1901.

[777c]

ESSETS FLUID

VEASUS

PLAGUE.

What pure Carbolic Acid can do in
three hours ESSETS FLUID does
in nine minutes.

The microbe or bacillus of bubonic
plague grows readily in artificial
media and is destroyed by Essets
Fluid.

Essets Fluid is superior in every
way to pure Carbolic Acid.

Sole Agents:

WATKINS,
LIMITED.

QUEEN'S ROAD.

Hongkong, 6th July, 1901.

[714c]

COTTAM & Co.

JUST ARRIVED.

THE FAVOURITE SUMMER COLLAR
12 INCH "LEADER,"
BATH GOWNS,
OVERLAND TRUNKS.
Hongkong, 20th July, 1901. [671c]

To-day's
Advertisements.

FOR YOKOHAMA AND KOBE.

THE Steamship

"ALEXANDRIA,"

Captain Rorden, having arrived from the above Ports, on WEDNESDAY, the 24th instant, at Noon.

For Freight or Passage, apply to HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 22nd July, 1901.

[773c]

FROM HAMBURG, ROTTERDAM, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ALEXANDRIA,"

Captain Rorden, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 29th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 22nd July, 1901.

[774c]

To-day's
Advertisements.

GOVERNMENT NOTIFICATION.

No. 394.

INFORMATION has been received from the Naval Authorities that a Torpedo will be run from the Torpedo Range at Kowloon from MONDAY, the 22nd instant until further notice. The practice will take place daily between the hours of 8 A.M. and 4 P.M.

By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 20th July, 1901. [773c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA,"

Captain G. T. Baxland, will be despatched as above on WEDNESDAY, the 24th instant, at 3 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 22nd July, 1901. [749c]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"HONGKONG MARU,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai, and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 29th instant, will be subject to rent.

No Fire Insurance has been effected.

GEORGE ECKLEY, Acting Agent.

Hongkong, 22nd July, 1901. [773c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN, KARACHI, BOMBAY, PENANG, AND SINGAPORE.

THE Steamship

"FRANZ FERDINAND,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo—

From Trieste, ex S.S. *Marquis Macchi* transhipped at Bombay.From Venice, ex S.S. *Massimiliano* transhipped at Trieste.From Leghorn, ex S.S. *Amphitrite* transhipped at Colombo.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 27th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 27th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 22nd July, 1901. [757c]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLEWORK.

Gentlemen's shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimation.

A. S. WATSON & Co., LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1811.

CLARETS.

ST. ESTEPHE	\$ 6.98	\$ 7.56
ST. JULIEN	9.00	9.60
LA ROSE	12.00	13.02
CHATEAU HAUT BRION	18.00	19.20
LARRIVET	21.00	22.20
CHATEAU MOUTON D'ARMAILHAC	25.00	—
CHATEAU PONTET CAUDET	30.00	—
CHATEAU LA TOUR CAUDET	42.00	—
CHATEAU RAUZAN	48.00	—
CHATEAU LAFITE	—	—

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN AND CHATEAU LAFITE.

are commended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED, THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 22, 1901.

REUTER'S TELEGRAMS.

BRITISH SOUTH AFRICA. THE BOER POSITION DESPERATE IN MAY LAST.

LONDON, July 19th.

Letters captured from Steyn's laager at Reitz, show that on the 10th May the Transvaal leaders informed Steyn that their position had become desperate, that the time had come to take a final step, and proposed an appeal to ex-President Kruger. Steyn replied indignantly that he was not yet at the last extremity, and was convinced that foreign complications would ensue in a few months.

LATER.

THE FISHING TROUBLES AT VANCOUVER.

The troubles with the Japanese salmon fishermen in British Columbia are at an end. The rights of the Japanese are now fully protected.

THE ECLIPSE STAKES.

The following is the result of the race for the Eclipse Stakes.

Epsom Lad	1
Jan	2
Disguise	3

THE CORONATION OATH.

July 20th.

Lord Salisbury, in the House of Lords, presented a Bill modifying the Coronation Oath.

THE THIBETAN MISSION TO RUSSIA.

It is semi-officially stated in St. Petersburg that the object of the Thibetan Mission to Russia is merely to secure privileges for Buddhists in the Russian Empire.

BRITISH SOUTH AFRICA. THE SENTENCES ON REBELS.

Lord Kitchener has commuted the death sentence on thirty four rebels to penal servitude for life, to be served at Bermuda.

THE "SOBRAON" ENQUIRY.

The Board of Trade enquiry into the loss of the P. & O. s.s. *Sobraon* entirely exonerated the Captain and Officers from blame.

PROFESSOR MAX-MULLER'S LIBRARY.

Baron Iwasaki has bought Professor Max-Müller's library for the Tokio University.

TYPHOON WARNING.

WARNING FROM MANILA.

Mr. W. A. Rublee, U. S. Consul General, kindly forwards the following copy of a telegram which he received from Manila yesterday:

MANILA OBSERVATORY,

July 21st, 7 a.m.

Typhoon in the Pacific, East Luzon.

HONGKONG OBSERVATORY REPORTS.

The Observatory report says:—On the 21st at 12.10 p.m. the barometer has fallen over Formosa and the Philippines. A depression exists in the Pacific to the E. of Luzon. Pressure is high over S. China. Variable winds on the China coast, and N. winds in the N. part of the China Sea. Forecast:—W. to N.W. winds, light or moderate; fine.

On the 22nd at 11.50 a.m. the barometer has fallen over S. China and the Philippines. The depression is probably trough-like at present, lying in about 14° Lat., and extending over the E. part of the China Sea and the Pacific to the E. of Luzon. Gradients slight for N.E. winds on the coast and in the N. part of the China Sea. Forecast:—Light or moderate N.E. winds; fine.

LOCAL AND GENERAL.

THE New Tramways Ordinance is published in the *Gazette*.

REGULATIONS regarding cattle, sheep, pigs and goats at the Government animal Depots are published in the *Gazette*.

MR. A. B. HUBBARD has been appointed architectural assistant to be attached to the office of the Director of Public Works, F.M.S.

A WELL-KNOWN medical journal offers this advice: "If the child does not thrive on fresh milk, boil it?" Why not begin by merely spanking it? It may learn to like it after a while.

THE s.s. *Simongan* sails to-day and everyone of Captain Farrell's and Mr. H. M. Hill's numerous friends, we are sure joins with us in wishing these gentlemen a successful first voyage.

A NOTIFICATION appearing in the *Gazette* states that the Police Station at Kowloon City is declared to be a register office for the registration of births and deaths of Chinese occurring in that district.

YESTERDAY'S sunset, as viewed from the Peak, foreshadowed the typhoon which Manila announces to-day. When typhoons are brewing in the Pacific we almost invariably have most perfect weather, with exquisite sunsets.

THE British Government holds land in Chatham by paying the heirs of the man from whom it was bought for two pepper corns. The man's descendants now live in Holland, and the pepper corns are annually sent thither in a gold box.

A SAD death from snake bite has occurred at Penang. A young Eurasian, accompanied by his sister, went to Pulau Tikus to gather shells on the beach, and while searching among the sands the boy was bitten by a snake on the hand. The bite was followed by severe bodily pain, which continued till death ensued some hours afterwards.

AN Exchange Liverpool telegram states that an extraordinary general meeting of shareholders of the Papanian Steamship Company (Limited), of Liverpool, was called for June 15th to confirm, or otherwise, an agreement for the sale of the fleet and goodwill and other assets of the company to Mr. J. R. Ellerman, late chairman of the Leyland Line.

A VERY carefully prepared Clinical Report on Malaria by Dr. J. Bell, Acting Principal Civil Medical Officer, and Mr. G. Stewart, Lieut. I.M.S., Acting Assistant Superintendent of the Civil Hospital, is published in the *Gazette*. The report covers eight pages of the *Gazette* and cites thirty-one cases which have come under notice. To all medical men it will prove most interesting reading.

WE understand that the sporting community of Kuala Lumpur were so impressed with the exhibition of boxing between McAuliffe and Slavin given there last recently, that McAuliffe is being retained there by a few local gentlemen to give lessons in the "noble art" until about the end of this month, when he will leave for Penang to meet Jack Slavin in a 20-round match on the 3rd of August next in a 20 foot ring at the Penang Town Hall. Slavin is already training for the match in Penang.

A HOME paper by the last mail states that details have just been published in Belfast of a bog fire of gigantic proportions on the borders of counties Derry and Tyrone. A strong breeze was blowing, and although hundreds of persons gathered upon the scene and cut trenches, the fire, after destroying cut turf and peat banks, burned itself out. A large number of farms have in consequence lost their whole winter fuel supply. The origin of the fire is unknown, but the police are investigating the extraordinary affair.

THIS is the finish of the startling news published recently in the *Manila Times*, and printed by us on Saturday. The steamer *Belgika*, of which sensational reports were circulated, arrived in port on Monday from Zamboanga. The rumors afloat were without foundation; no trouble to speak of occurred during the trip. Captain Valesco has not been well for some time, and his reported illness may have had something to do with the story afloat.

We somehow fail to see the connection. However, we have just got another snake story, and we are sure there will be no denial of it later on.

THE *Siam Observer* tells a story of how, at Kora, in Siam, the other day, a wood-cutter stepped on what looked like a prostrate tree. It wriggled and he slipped off to find it to be a big python. The man killed the serpent with a spear and upon the carcass being opened, the body of a deer, quite intact and apparently only recently swallowed, was found. The serpent measured something near 30 feet in length and 3 feet in girth.

EVERYBODY will be pleased to see that Lord Salisbury has presented a Bill for the modification of the Coronation Oath. All sensible folk see that the time for religious persecution has long since passed. We have grown broader minded and content to let each man follow his own religious convictions without interference, and for the King to stand and publicly insult the Catholics by his Coronation Oath would be, to say the least of it, bad form. Many of our most prominent men are Catholics and the Crown has no better servants than they. Therefore let us bid adieu once for all to this stupid survival of a semi-barbarous age.

IT is quite pathetic to see the manner in which the Boers still put faith in that hypocritical old humbug Kruger. How an appeal to him should help them goodness knows, but they seem to think that he could turn the tide of battle in their favour once more. It is funny that they don't see that the old man bolted from sheer funk as soon as matters appeared to be getting warm in his vicinity and most ungallantly left Mrs. K. to shift for herself. Perhaps they think that he can humbug others as he has himself, and so trust to his talking the British nation into his way of thinking. The cool reception which the misguided old man received in Europe, even Kaiser William being too busy to notice him, would have shown any less sanguine people that there was no help to be expected from that quarter.

A CONTEMPORARY says:—The ossified man died recently at Albuquerque, New Mexico. He was born on the 10th November, 1834, at Lebanon, Kentucky. At the age of seven his muscles began to waste away. When the little body had been reduced to a shadow, the joints began to solidify. Every joint in the body except those of the left shoulder and of the fingers became as immovable as a block of marble. Growth ceased, and since 1864 the breathing but almost helpless statue has been the marvel of every one who has beheld it. In 1884 Sapp was engaged by a Chicago Museum, and since that time he has been one of the chief attractions of many shows, and has been exhibited in 18,000 towns of the United States and Canada. He was possessed of a wonderfully bright mind and charitable, pleasant disposition.

THE body of the unfortunate bluejacket—Robert Campbell—who was drowned alongside the cruiser *Terrible* the other Sunday evening—was washed ashore at Suma, a little way beyond the Railway Station, early on the 19th inst. It was taken charge of by the local authorities pending arrival of instructions from the British Consul. The *Kobe Herald* is informed by a Suma resident that the Police took great care to protect the remains from the prying attentions of the over curious, covering the body with blankets and stationing a number of men around it so as to keep people off. The village police lost no time in communicating with the Higo Police Office, who promptly reported the fact of the discovery of a body supposed to be that of the missing man-of-war's man, to the British Consulate. A launch from H.M.S. *Isis* went down to bring the body up.

WE are glad to see that the Board of Trade enquiry into the loss of the P. & O. steamer *Sobraon* has resulted in the Captain and Officers being found blameless. As we pointed out at the time, the *Sobraon* doubt encountered an abnormal current, and with an imperfectly charted coast, it would be, in thick weather, next to impossible to accurately fix the ship's position. As a matter of fact another vessel following the same track as the *Sobraon* and passing the scene of the disaster within an hour or two of the time the ship struck, was carried so far out of her course as to find herself inside instead of outside the islands, although a very big allowance had been made for drift. Of one thing we may always be sure, and that is that no P. & O. boat will be put ashore from want of proper and seamanlike care in navigation. Had luck nobody can guard against, bad management one can, and the P. & O. Company see to it that such a charge shall never be laid at their door.

THE *Pall Mall Gazette* says:—When Society gives itself over to silliness it is amazing how silly it can be. Women who are pretty think their prettiness saves them from criticism, and if they are wealthy and boast a noble name as well they are practically immune from censure. Things are not altogether as they should be even in this country of solid common sense, but in Paris they have reached a degree of foolishness that it would be hard to beat. At the polo ground at Bagatelle an animal race was got up in which each animal was led by a young and pretty woman with a more or less distinguished name. The Countess de Sessmaison had a guinea-pig, Baroness de Berckheim a tortoise, the Duchesse d'Angoulême a pheasant, and so on, with monkeys, black rabbits, and sucking-pigs. We have scanned the list in vain for the ordinary barn door hen, a useful but eminently foolish bird. A hen race would be an exciting spectacle. We recommend it to frivolous beauties.

THE *Sima* correspondent of the *Bombay Gazette* writes to that paper as follows:—A number of Indian Railways have agreed to co-operate in a scheme circulated some time since by the Government of India for the training of soldiers in railway duties as guards, drivers, firemen, and stationmasters. The object of the scheme is to provide Government with an emergency corps of soldiers trained in railway duties to co-operate with the civil staff of volunteers available for service on State railways, on or beyond the Frontier, and also to supplement the civil staff in time of war or disturbance. In return for training the men the railways will be permitted to apply for their services at short notice when the traffic is heavy. To be selected for training a man must have at least three years' service before him; he will remain with the railway either continuously or otherwise, as may be convenient to the military authorities for such period as the agent or manager of the line may consider necessary to complete his training; he will then revert to his regiment, he being recalled from time to time, in case of emergency, to railway work, serving to keep him efficient.

THE appointment of colonel Louis Faulkner Brown, R.E., Officer Commanding the Troops, to be a Member of the Executive and Legislative Councils, during the absence on leave of His Excellency Major General Gascoigne, is notified in the *Gazette*.

So Mr. Steyn is Micawbering about for something to turn up in the shape of foreign complications. Perhaps he is a prophet and sees them looming ahead, but we certainly don't. Mr. Steyn surely had complications enough to suit any ordinary man when we were engaged with him, China, and Ashantee all at once, but perhaps Mr. S. didn't hear of it. If he would kindly name the Power with whom he wants us to quarrel we might be able to oblige him, otherwise we don't see how Mr. Steyn's foreign complications are to come off.

THE other day it was semi-officially stated in Russia that the Thibetan Mission was of a purely religious character. Now we have yet another of these semi-official statements of which St. Petersburg is so fond, to the effect that the Mission is to secure privileges for Buddhists in the Russian Empire. We should like to know what those same privileges are and what is to be given to Russia in exchange for them. If the truth were told we fancy that there would be very little religion mentioned in any agreements now being discussed.

LEGAL INTELLIGENCE.

SUPREME COURT.

SPECIAL SESSIONS.

(Before His Lordship A. G. WISE, Acting Chief Justice.)
July 22nd.

The special session appointed to try the case of alleged forgery and uttering commenced this morning before the Hon. A. G. WISE, (Acting Chief Justice). There were 14 cases in the indictment. Li Yang was charged with 1 and 2 Obtaining money by false pretences. No. 3 Uttering and publishing a forged and counterfeit writing with intent to defraud. The remainder of the charges were a repetition of those given above. The Hon. H. E. Pollock, K.C. (Acting Attorney General) was for the prosecution. Mr. J. J. Francis, K.C., appeared for the defendant.

On the case being called, Mr. J. J. Francis, K.C., applied for a remand. He had only received his instructions on Saturday and as this was a most complicated case he would ask His Lordship to adjourn this case for a fortnight.

The Hon. H. E. Pollock, K.C., had no objection. A very important witness could be in attendance in a fortnight's time. His Lordship therefore adjourned the case till 10 a.m. on Tuesday, the 6th of August. The question of a special jury was raised by Mr. J. J. Francis, K.C., and was left for the Acting Attorney General to consider. The court then adjourned.

WATER RETURN.

Level and storage of water in Reservoirs on the 1st July.

	1900.	1901.
Tytam.....	0' 27" above 27' 11" below	0' 27" above 27' 11" below
Pokfulam.....	0' 3" above 10' 7" below	0' 3" above 10' 7" below
Wong-nai-cheong.....	0' 3" above 44' 10" below	0' 3" above 44' 10" below
STORAGE GALLONS.		
Tytam.....	389,840,000	189,580,000
Pokfulam.....	68,740,000	43,040,000
Wong-nai-cheong.....	39,702,000	23,000
Total.....	498,282,000	232,623,000

Consumption of Water in the City of Victoria and Hill District during the month of June, 1900, 1901.

	1900.	1901.
Consumption.....	97,401,000	111,119,000 gallons
Estimated population.....	206,500	212,500
Consumption.....	15.7	17.4 gallons
per head.....	1st to 13th inter-day	mittent supply.

Consumption of Water in Kowloon Peninsula during the month of June.

Estimated population	28,200	29,400	
Consumption per head	10.8	13.5	gallons

CONCERT AT THE CIVILIAN CLUB.

The Concert given by the Civilian Club on Saturday evening was a great improvement on their first effort. The managing committee had gone to some pains to ensure its success and the result was eminently creditable. The playing of Messrs. Ley Kun, King and Chun Yut was distinctly good while the singing and recitations of Messrs. Viggers and Ward were right up to their general average of excellence. The large audience that attended evidently were well satisfied with their evening's entertainment.

AT THE MAGISTRACY.

COUNTERFEIT COIN.

Wan Hui Kat was convicted of having 237 ten cent pieces, all being counterfeit. He was fined \$720 or 3 months' hard labour. He went to prison.

A NICE LITTLE HAUL.

L. S. Burchell, No. 83 has a keen scent for arms. He was on the spot this morning charging Chan Sing with unlawfully possessing 2 rifles, a musket, 33 rounds of ammunition, a box of powder and some new samples of snuff. Defendant was fined \$5, and arms confiscated. For efficiency, Sergeant Ken, Ashmore and Burchell, of Tsim Tsa, Tsui, would be found hard to beat.

THERE IS NO PLACE LIKE HOME.

Ugan Fuk, for disobeying an order of banishment, was sent to gaol for 12 months' hard labour.

DYING TWICE.

Alla Bux was charged with striking Chan Shing, a rickshawman. Alla Bux is a watchman in the employ of the Hongkong Hotel and seemingly killed Chan Shing on Saturday night, but Chan turned up and gave evidence this morning so there was a slight doubt as to his death. Chan, a Chinese nobleman, who for a hobby and to fill up his spare time pulls a ricksha, gave evidence. But it was noise and defendant was discharged with a caution.

STEALING CIGARS.

Li Hing, charged with stealing two boxes of cigars from the Victoria Dispensary, was sent to prison for 6 weeks' hard labour.

STEALING DUCKS.

Len Fat and Tsang lean were up for stealing two live ducks from a private in the Madras L. 1. They were awarded 48 hours detention to enable them to receive 6 strokes each with the birch. There was no excuse for Fat stealing ducks, although we may sympathise with Lean.

GAMBLING.

These was an epidemic of gambling cases this morning. Inspectors Vaucho and McDonald and P. S. A. Gordon faced His Worship with 37 prisoners in charge. In every instance they were fined or imprisoned and the three police officials retired with a pleasing sense of having performed their duty and an inward assurance that gambling will go on just as lively as ever.

THE GYMKHANA.

The following is the Preliminary Programme of the Second Gymkhana Meeting, 1901 season, to be held on the Race Course, Happy Valley, commencing at 4.30 p.m. on Saturday, 20th August, 1901, (weather permitting).

Committee.—The Hon. J. J. Bell, Irving, Capt. Cadogan, and Bat. R.W.P.; The Hon. C. P. Chater, C.M.G.; Colonel Colford, D.A.A.G.; W. A. Cruickshank, Esq.; V. A. Caesar Hawkins, Esq.; Major Kettlewell, 22nd Bombay Inf.; Capt. Loring, R.A.; G. C. C. Master, Esq.; The Hon. F. H. May, C.M.G.; Capt. Des Vaux, R.E.; H. P. White, Esq.

EVENTS.

1.—**FIVE FURLONGS HANDICAP.**—For all ponies measuring 14.2 and under. Ponies which have not been measured and entered for any recognised meeting in Hongkong or China to be measured by two Members of the Committee, and their Certificate of Measurement to accompany the entry. Entrance fee, \$3, to accompany entry. Four to start or the race to be declared void.

2.—**LONG RACE.**—For all dogs, large and small. First prize, \$8, Second \$4. No entrance fee. Six dogs to start or no race.

3.—**LADIES' NOMINATION.**—Competitors to line up at the starting-point, ponies with bidders only. At the word "Mount," Competitors to ride round a post in the centre of course, leaving some on left hand; dismount at a given spot, there pick up a fan, and then remount. First past the post with fan in hand wins. No one, other than the rider, to touch his pony after he has appeared on the course. Any Competitor touching the post to be disqualified. Entrance, \$2, to accompany entry. Six Competitors or no competition.

4.—**TEST PROOFING.**—For all ponies not exceeding 14.3 in height. Two turns each at 3 paces. The Competitor who carries the greatest number of paces wins. Entrance, \$2, to accompany entry. Six Competitors or no competition.

5.—**SMALL DOGS RACE.**—For all dogs belonging to Soldiers or Police within two Members of the Committee pass as "small dogs." First prize \$8, Second \$4. The winner of the previous dog race not eligible to start. Six dogs to start or no race.

6.—**LADIES' NOMINATION.**—Competitors to line up dismounted. At the word "Go" to mount and ride round two posts, leaving each on the left hand, then through a paper screen and past the winning post. The posts to be kept on the left hand when rounding. Any Competitor touching a post, backing his pony through the screen, or dismounting to be disqualified. Entrance, \$2, to accompany entry. No whips, sticks or spurs allowed. Six Competitors or no competition.

7.—**THREE-QUARTERS OF A MILE HANDICAP.**—For all Waters, Arabs and Country-bred. No restriction as to height. Entrance fee, \$3, to accompany entry. Four to start or the race to be declared void.

Entries will be accepted up to noon on the 3rd August for events 3, 4 and 6. The names of the Lady Nominators to accompany entrants in events 3 and 6.

Post entries for events 2 and 5. Entries for events 1 and 7 to close at noon on the 3rd July. Full description to accompany entry. All entries, accompanied by the entrance fee, to be sent to the Hon. Sec. at No. 12, Queen's Road, Central, or left with the Hall Porter at the Hongkong Club.

GODFREY C. C. MASTER.

Hongkong, 19th July 1901.
Hon. Sec. pro tem.
N.B.—Unless this Gymkhana is better supported as regards the number of entries than the one held 29th June last, the Committee feel that it is useless attempting to continue to hold it.

FOOCHOW NOTES.

(From the Echo)

Last Monday night a fire broke out in the city close to the yamen of the Provincial Judge and was not got under before 30 houses had been consumed. To add to the disaster four men, unable to escape, lost their lives.

These who have read Messrs. Wm. Jas. and Hy. Thompson's able Annual Review of the Tea Trade published last month, cannot fail to have been greatly interested in its contents. Some amongst us perhaps, who trade in India and Ceylon as well as in those produced in China will be less struck with some of the information given than others who have not had occasion to follow statistics closely, and have contented themselves with glancing at those published in the London and Melbourne monthly circulars. For instance, the total supply distributed by sea throughout the world is given, and few would have guessed it to be 520,000,000 lbs. which does not include China's overland trade of output of brick tea. They are figures indeed. In 1899 the total was 488,000,000 lbs. and in 1898 436,000,000 lbs.

ARRIVAL OF PRINCE CHUN AT SHANGHAI.

The C. M. ste. *Anping* conveying Prince Chun and a numerous suite of their way to Germany on a mission of apology to the Kaiser for the murder of Baron von Ketteler, came up the river on the 16th inst. about 9 o'clock and moored abreast of the Kintseuen wharf, where the disembarkation took place. The several men-of-war in the river were dressed with the bunting in honour of the occasion, as well as the China Merchants' steamers. The approaches to the wharf, it is needless to say, were thronged by tens of thousands of natives and not a few foreigners, all eager to have a sight of royalty. As the steamer approached the wharf it was noticed that the Prince was on the bridge, apparently much interested with what was going on around him, and to give publicity to the situation a rope burst just as the steamer was being moored, but this did not seem to have disconcerted the Prince in any way which is very creditable for one who is seeing the world for the first time in his life. After rather tedious wait of nearly an hour, His Highness disembarked, being received by H. E. the Consul General and all the Chinese authorities and a bevy of "spectators" in full robes who had early congregated on the wharf. The Customs was represented by Mr. R. B. Bredon. The decorations on the landing stage were of a most simple description, consisting only of a triumphal arch ornamented with red and yellow trappings. H. H. walked to his chair—the usual Chinese official chair carried by four bearers—between two lines of Chinese Braves from the Arsenal, armed with nondescript weapons, all of which have been seemingly seen better days. A couple of bombs were then exploded in mid air and a trio of musicians struck a tune which must be commended for its exceptional shortness. The procession was then formed and, headed by the brass band of the French Bund and that of the English Settlement, where at the Yangkingsing bridge a posse of mounted Sikhs awaited to escort the distinguished visitor to his temporary residence at the Bureau of Foreign Affairs, Bubbling Well Road, Nan-king Road, through which the procession passed was gaily decorated with brand new Chinese flags, a couple of tea houses only being conspicuous by their more profuse decorations. The procession was headed by seven mounted Sikhs with lances; fifty native soldiers mounted with two-handed swords and tridents, and a few carriages containing foreign officers. *Shanghai Mercury*.

NORTHERN NEWS.

SHANGHAI, July 17th.

BOXER INTRIGUES.

As already stated several times in these columns, agents of Boxer chiefs who are in effect the organisers of the allied villages movement (Lien-chung-huei in Chilly) have come down south with two specific objects in view, namely, first to spread the movement in the Yangtze Valley and secondly to procure modern arms and ammunition. There are said to be several of these agents in Shanghai who should be searched for quietly, if possible, and their movements strictly watched; and it is further alleged that these men have quarters in one of the principal alleys off Park Road, and another in Hongkew, in the vicinity of the northern end of the Shansi Road bridge. Finally, looking at what has gone before, it would be imprudent with the light of experience in our possession to "poo-poo" any warnings that may be sent us, for as the Celestial proverb has it (in such cases) "it is better to believe that there is danger in the air and prepare against it than to be sceptical and then regret when it is too late." In conclusion it may be stated that the only difference between the old Boxer movement and the new, is the assumption by the latter of the motto "Destroy foreigners; sweep away missionaries and converts; annihilate the Manchus and up with the Han (Chinese) dynasty!" a comprehensive motto then the old one which supports the Manchus.

THE NEW MINISTER TO GERMANY.
With reference to a report that General Yin Chang, Military Secretary to Prince Chun, has been appointed to succeed H. E. Li Hai-tsun, the present Chinese Minister at Berlin whose term expires this year, an enquiry at the proper quarter does not confirm the report, no official message to that effect having been so far received by the official most nearly concerned in the matter. As far as attainments go, however, a better choice could not be made, as General Yin Chang speaks German fluently, and is a very able officer. *N. C. Daily News*.

JAPANESE CAPTAIN FOR A PACIFIC LINER.

Mention is made in Japanese papers (says the *Japan Herald*) of the appointment of a Japanese Captain on board the Pacific liner *Rijun Maru*. It is said that no Japanese has been heretofore appointed Captain of an American or European liner, but on account of the question of ability, but because foreign Captains have been considered better in view of their knowledge of the customs and usages of ports and passengers. But the Nippon Yusen Kaisha has now taken the initiative in appointing Mr. Ono Nataturo, Captain of the s.s. *Rijun Maru*, which left Yokohama for Seattle on Wednesday. Mr. Ono entered the Tokio Merchant Marine Navigation School in 1877, and on graduating from the School in 1883 he became an officer on board one of the vessels belonging to the Kido Yuni Kaisha. On the establishment of the Nippon Yusen Kaisha in 1885, he removed to the new company, and in 1889 he was appointed Captain of a steamer. It is reported that he has twenty years' practical experience of navigation.

A WOULD-BE ASSASSIN.

At Saigon, about a fortnight ago, an attempted murder by a country "boy," an Annamite or native of the house, caused a sensation, says the *Straits Times* of the 13th inst. His employer, M. Hélyou (the editor of the Saigon *Opinion*) had a short time previously dismissed him for theft. The boy hid himself in the house until M. Hélyou had gone to office, and then entered a room in which Madame Hélyou happened to be. The boy asked her to take him back into service. She refused. Upon this the boy snatched a loaded revolver which was lying on a side table, and fired at her. The bullet missed, and Madame Hélyou fled to the verandah with the boy in pursuit who fired three more shots. Madame Hélyou stumbled and fell on the verandah. The boy then held her down by the hair, and struck her repeatedly on the head with the pistol. Madame Hélyou struggled with him and cried loudly for help. The neighbours rushed in, and the boy jumped from the verandah into the garden, where he was seized and handed over to the police. The boy confessed his guilt, and admitted that it was his intention to kill Madame Hélyou if she refused to take him back. He will be tried at the assizes. It took several days for Madame Hélyou to recover from the shock. Her injuries were slight. The boy was nineteen years of age, and had been three months in Mr. Hélyou's service.

THE KING OF SIAM AT SINGAPORE.

The Siamese Royal yacht *Maha Chulabkiri* with their Majesties the King and Queen of Siam on board arrived from Batavia on the 15th inst., says the *Straits Times*, and anchored off Tanah Merah Keel. At 10.30 this morning the Royal yacht steamed into the inner harbour and anchored close to Johnston's Pier. As soon as she neared the inner harbour, the Austrian cruiser *Leopold* H.M.S. *Rosario*, the *Sea Belle* and the Colonial steamer *Norburg* dressed ship in rainbow fashion and as the flags went up the Austrian cruiser *Leopold* fired a Royal Salute of 21 guns. The American gunboat *Nashville* fired as the Royal yacht steamed across her bows and then the guns from the American cruiser *Albatross* boomed forth in salute. When the Royal yacht had anchored, Sir Frank Swinhoe, the Acting Governor, accompanied by his aide-de-camp, Capt. Barry, and Capt. Boldero, R. N. Acting Master Attendant, went on board in the launch *Greenleaf*. As Sir Frank stepped on board and again when he took his departure the band on board the Royal yacht played the British National Anthem.

JAVANESE TRADE WITH JAPAN.

At present Japan largely depends upon Java for sugar. But enterprising Japanese now propose to work up a trade in other products of that island. One firm in Japan has sent an agent to Java to make inquiries into the matter, and into the chance for the successful starting of a Japanese house at Sourabaya. Another Japanese firm intends to follow the example. In other words efforts are being made by Japanese to do without middlemen in the Java trade. Pessimists in the island see no benefit from this. They point out the danger of allowing too free an export to foreign countries of articles such as rice, of which Java hardly has enough, and the lack of which in time of dearth will be severely felt by the Javanese. The latter are heedless enough, even in times of scarcity, to sell grain under the temptation of large sums of money, only to feel the pinch of famine later on. In several districts, the authorities have had to be very strict and to prevent the reckless sale of rice by the people. In a word, what is feared is that direct trade with Japan from Java will lead to a large export of rice from Java thither. Danger arises from the fact that Java hardly produces rice enough for home consumption.

HOW OTHERS SEE US.

Many houses now under construction in Hongkong are said to be a disgrace to any civilised town. They are being run up to four and five storeys in height, and only fifteen feet broad and of great depth. Most of them have no lanes at the back but only a small backyard with walls running up the full height of the house and so excluding every breath of fresh air. The outlets to these walls are blocked by the kitchens and the effect of building a house fifteen feet broad and some sixty or seventy deep, four storeys in height and with no side windows may be better imagined than described. *Straits Times*.

SUGAR GROWING IN JAVA.

Some planters in Java fancy that American competition in the cane sugar line in Louisiana, and Cuba, will shortly embarrass them. An expert, named Reineke, who has visited the United States for the purpose of seeing for himself how matters stood, thinks differently. He finds Louisiana sugar so inferior in quality to Java sugar that, were it not for the protective duty in the United States, the Java article would command the market. In his opinion, American beet sugar has no future and only holds its own through the protective duties. Far otherwise is it with Cuba. There, says Mr. Reineke, lies the real danger to Java, when once Americans control the sugar-making industry. Cuba is more fertile than Java, but wages are high. Another advantage to Cuba lies in the abundance of land suitable for putting under cane. Next year's sugar crop in Cuba is set at 800,000 tons, or 150,000 tons more than the Java crop. Cuba under ordinary circumstances can produce 3,000,000 tons of sugar a year. Should the yearly output reach only half this figure within a few years, Java sugar will be driven out of the American market. Java sugar will then have to depend upon the markets of India, China, and Australia. Another dark spot in the horizon is the increasing production of beet sugar in Europe. Prices will assuredly fall under these circumstances. Mr. Reineke counsels Java planters not to lose heart, but to prepare for the struggle by laying aside all out-of-date appliances and by making use of every improved method that would enable them to come off victors. *Straits Times*.

GUTTA AND RUBBER.

At the Penang Agricultural Show various kinds of gutta percha and rubber were exhibited, thus giving a favourable opportunity to note the difference between two substances, which are generally considered as being very much the same. True gutta percha is found only in the Malay region, and even there within a limited area, not extending beyond about six degrees north or south of the equator. The character, says the *Penang Gazette*, that distinguishes it from rubber is that, on being immersed in hot water, it becomes soft and plastic and may be moulded into any desired shape, which it retains on cooling; while rubber retains its original elasticity and does not harden. Rubber is also produced by a much greater variety of trees and climbers and has a much wider range; the principal countries

exporting it being South America and West Africa.

Felling the trees has been the most usual way of getting the gutta, but now a method of extracting the latter from the leaves of the tree is coming into vogue. Gutta, as a marketable article, first came into notice in 1843, and is now getting so scarce that the Government has started planting gutta trees at Singapore, Penang, and Malacca.

NOTANDA.

CALENDAR.

Meteorological means based on fifteen years' observations to 1898.
Barometer 29.78
Thermometer 81.6
Humidity 83.0
Rainfall 14.210

TO-DAY.

WEATHER REPORT.
On date at 10 a.m. the date at 4 p.m.
Barometer 29.78 29.70
Temperature 86 87
Humidity 84 84
Rainfall 0 0

TO-MORROW.

Monday, 22nd July, 1901
Chinese—7th of 6th moon of 27th year of Kwang-shu.

Sun—Rises 5.40 a.m.
Sets 6.43 a.m.
High water—Morning 1.30 p.m.
Afternoon 6.30 p.m.
Low water—Morning 6.30 a.m.
Afternoon 7.30 a.m.

ANNIVERSARIES.

1863—The American barque *Bertha* unsuccessfully attacked by pirates near Stone-cutter's Island.
1868—The *Providence*, a coolie ship, discovered off Hakodate with only 42 coolies on board and no Europeans.
1873—The s.s. *Emerald* lost on the Philippine Islands.
1889—The Yellow River burst its banks at Chang-chi; great floods.
1896—Marriage of Prince Carl of Denmark and Princess Maud of Wales.
1898—Agustino declares himself Dictator.
1899—Dum-dum bullet condemned by Peace Conference.

TO-MORROW.

Tuesday, 23rd July, 1901.
Chinese—8th of 6th moon of 27th year of Kwang-shu.

Sun—Rises 5.40 a.m.
Sets 6.43 a.m.
Moon—First Quarter 5.35 a.m.
High water—Morning 1.30 p.m.
Afternoon 6.30 p.m.
Low water—Morning 6.30 a.m.
Afternoon 7.30 p.m.

ANNIVERSARIES.

1863—Thirty-eight convicts drowned in Hong-kong harbour by the capsizing of a boat.
1882—Armed attack on Japanese Legation at Seoul, Korea, and eight of its members killed.
1892—Loss of the ship *North American* in the Kii Channel.
1896—Loss of the German gunboat *Itis* and her crew with the exception of ten men.
1899—Three people killed by lightning at Charlottenburg, Germany.

AGENDA.

TO-DAY.

Cargo ex *Maria Valeria* subject to rent.
Cargo ex *Bingo Maru* subject to rent.

TO-MORROW.

Douglas Co.'s steamer *Thales* leaves for Swatow.
4 p.m.—A. L. S. N. Co.'s steamer *Melpomene* leaves for Shanghai.
5 p.m.—A. L. S. N. Co.'s *Frans Ferdinand* leaves for Yokohama and Kobe.
5 p.m.—C. M. Co.'s steamer *Perla* leaves for Manila.
Cargo ex *Tientsin* subject to rent.
Cargo ex *Banca* subject to rent.

SHIPPING-GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information—
July 15th.

Mr. W. S. Burrows is appointed chief officer of the *Halifax*.

Mr. A. B. Short is 2nd officer of the same steamer.

Mr. Fairfield 3rd officer same ship.

Mr. C. H. Walker is transferred as 2nd officer to the *Thales*.

July 17th.

A. H. Macdonald has gone to Manila to join the *Zufra*.

F. Fairweather, 2nd engineer, s.s. *Diamante*, has resigned.

T. Clark, 3rd engineer, *Diamante*, is promoted 2nd engineer, s.s. *Diamante*.

D. M. Wilson, has joined s.s. *Diamante*, as 3rd engineer.

John Pender, chief s.s. *Nanshan*, is promoted Superintendent engineer, Messrs. Bradley & Co.

J. Patterson, 2nd engineer, *Nanshan*, is promoted chief, *Nanshan*.

W. A. Jamieson, has joined *Nanshan*, as 3rd engineer.

R. W. Musgrove, has joined s.s. *Thales*, as 2nd engineer.

Ed Potts, has joined s.s. *Perla*, as 3rd engineer.

John Watson, from Saigon Rice mills, has joined Amoy Dock, vice Mr. Allan resigned.

James Watson, resigned from *Sialon*, has joined Saigon Rice mills, vice John Watson, resigned.

July 22nd.

Mr. Mann is promoted to 2nd officer of the *Haiching*.

Mr. Smallwood recently acting 2nd officer of the *Haiching*, has gone back to the *Thales*.

Mr. W. Shiphill, 2nd engineer *Hongkong Maru*, resigned his berth at San Francisco.

Mr. H. D. Louth is appointed 2nd engineer to the same vessel.

SHIPPING AND MAIL NEWS.

MAILS DUE.

German (*Bayern*) 24th instant.

Indian (*Chelidra*) 25th instant.

American (*China*) 28th instant.

Canadian (*Empress of China*) 30th instant.

American (*Doric*) 6th prox.

American (*Nippon Maru*) 14th prox.

The N. Y. K. Co.'s steamer *Atake Maru* (Bombay Line) left Bombay via Singapore for this port on the 20th inst., p.m., and is expected to arrive here on the 9th prox.

The Imperial German Mail steamer *Bayern* left Shanghai via Foochow on Saturday p.m., the 20th inst., and may be expected here on or about Wednesday a.m., the 24th inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China* arrived at Yokohama at 8.30 p.m. Sunday the 21st inst., and left again at 5 p.m. same day for Kobe where she is due to arrive at 11 a.m. on Tuesday the 23rd inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan* arrived at Nagasaki at 9 a.m. on Monday the 22nd inst., and left again at 5 p.m. same day for Kobe where she is due to arrive at 10 p.m. on Tuesday the 23rd inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
Hongkong Maru..... at Kowloon (dock).
Sialon..... " " " "
Y. Soutan..... " " " "
Clara..... " " " "
Volha..... " " " "
Holha..... " " " "
Shantung..... " " " "
Sungking..... " " " "
Colonie..... " " " "
Phra-Nang..... " " " "

PASSED THE CANAL.

Outward—11th June—*Kenesberg*, *Erzherzog Franz Ferdinand*, *Erzherzog Franz Ferdinand*, 14th June—*Bombay*, *Ratcliff*, *Ernest Simons*, 18th June—*Antwerp*, *Indus*, *Alma Maru*, 21st June—*Bingo Maru*, *Edmonton*, 23th June—*Yokohama*, *Neara*, 28th June—*Hennepin*, *Scler*, *Saion*, *Alexandria*, 2nd July—*Pomah*, *China*, *Suez*, *Konig*, *Albert*, *Coch*, *Salford*, 3th July—*Oceanic*, *Ulysses*, *Tamba Maru*, *Tanah*, *Segovia*, 6th July—*Glenfarg*, *Glenfarg*, *Warrior*, 10th July—*Pisa*, 12th July—*Idomenus*, *Annam*, *Strathford*, *Yangtze*, *Yarru*, 16th July—*Glenfarg*, *Shinano Maru*, *Princess Irene*, *Satsuma*.

Homeward—18th June—*Stuttgart*, *Banca*, *Dresden*, *Batavia*, *Meridian*, *Oceanic*, *Sithonia*, 25th June—*Canton*, *Prussien*, *Silvia*, 2nd July—*Calchas*, *Ceylon*, *Laos*, *Inaba Maru*, 5th July—*Afridi*, 9th July—*Hamburg*, 16th July—*Dardanus*, *Natal*.

Arrivals at Home—25th June—*Ascania*, *Awa Maru*, *Konigsberg*, *Marburg*, 28th June—*Wittekind*, *Antenor*, 2nd July—*Bamberg*, *Dardanus*, *Prussien*, *Pyrrhus*, 5th July—*Richmond Castle*, 9th July—*Ceylon*, *Inaba Maru*, *Laos*, 12th July—*Calchas*, *Saxonia*, 16th July—*Hamburg*, *Suez*.

Shipping.

Arrivals.

HONGKONG MARU, Japanese steamer, 6.150, W. E. Filmer, 21st July, San Francisco 22nd June, via Honolulu 29th, Yokohama 12th July, Kobe 13th, Nagasaki 15th, and Shanghai 18th, Mails and General.—J. S. Van Buren.

SUMATRA, British transport, 2,976, G. H. C. Weston, R.N.R., 21st July, Taku 16th July.

E-SANG, British steamer, 1,127, J. M. Hay, 21st July, Tongku via Chefoo 15th July, General.—Jardine, Matheson & Co.

HAICHING, British steamer, 1,267, W. Passmore, 21st July, Wei-hai-wei 16th July.

TAISHAN, British steamer, 1,122, E. Stovell, 21st July, Bangkok 14th July, Rice.—Bradley & Co.

THALES, British steamer, 875, A. J. Robson, 21st July, Foochow 18th July, Amoy 19th, and Swatow 20th, General.—Douglas, Lapraik & Co.

TAISANG, British steamer, 1,544, Brady, 21st July, Canton 21st July, General.—Jardine, Matheson & Co.

ELSA, German steamer, 1,702, Schonwandt, 21st July, Canton 21st July, Coal.—Jebben & Co.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU J. MacKenzie.	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 26th July, at Daylight.
YAWATA MARU A. E. Moses.	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 26th July, at 4 P.M.
KINSHU MARU F. J. Horton.	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.	MONDAY, 29th July, at 4 P.M.
TAMBA MARU J. W. Wale.	KOBE and YOKOHAMA.	FRIDAY, 2nd August, at Daylight.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 18th July, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 30th July, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 24th Aug., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 17th Sept., at Noon.

THE Twin Screw Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 4th July, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

VICTORIA (B.C.) AND SEATTLE, Calling also at TACOMA and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship

"KAISOW," Tons 3,920. Commander G. A. Rodway, is due here on 6th July, and will have quick despatch.

For Rates of Freight and further Particulars, apply to

JARDINE, MATHESON & Co., Agents.

Consular Invoices must accompany all Overland Shipments.

Hongkong, 27th June, 1901.

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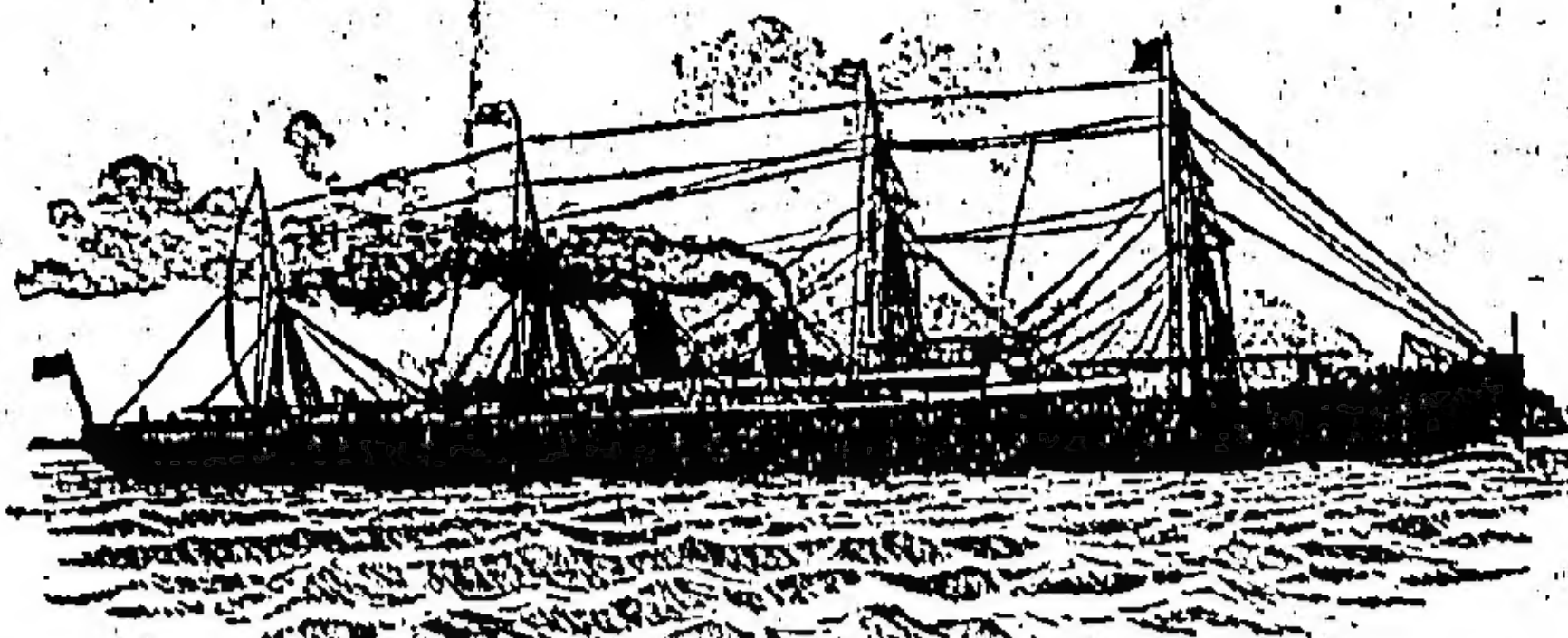
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Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"GALLIE"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.
"PERU"	SATURDAY, 31st August, at Noon.
"COPTIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.

THE O. & O. Company's Steamship "GALLIE" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, TO-MORROW, the 23rd July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

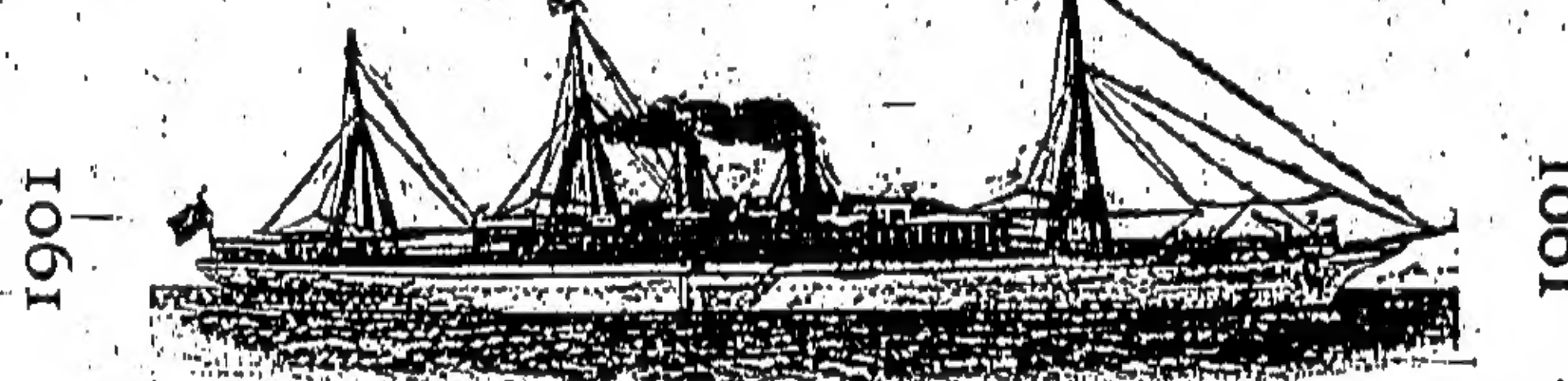
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 19th July, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 7th August.
EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 28th August.
EMPRESS OF JAPAN	Comdr. H. Hybus, R.N.R.	WEDNESDAY, 25th September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points, and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 17th July, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WUERZBURG	HAVRE and HAMBURG.	23rd July. Freight.
Schneider	(Calling at SINGAPORE and PENANG.)	
ACILIA	HAVRE, BREMEN and HAMBURG.	9th August. Freight.
v. Dohren	(Calling at SINGAPORE and COLOMBO.)	
ALEXANDRIA	HAVRE and HAMBURG.	2nd Sept. Freight.
(Calling at SINGAPORE and PENANG.)		
SBIRIA	HAVRE and HAMBURG.	10th Sept. Freight and Passengers.
Porzellius	(Calling at SINGAPORE and COLOMBO.)	
ANDALUSIA	HAVRE and HAMBURG.	21st Sept. Freight.
(Calling at SINGAPORE and PENANG.)		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 19th July, 1901.

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Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
TIENTSIN	"NANCHANG"	24th instant.
LOILO and CEBU	"KASHING"	24th instant.
MANILA	"TSINAN"	24th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	24th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 20th July, 1901.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	TO SAIL.
GLASGOW and LIVERPOOL	"STERNOR"	25th July.
"	"IDOMENEUS"	7th August.
"	"ORSTES"	13th August.
"	"AJAX"	20th August.
"	"TYDEUS"	26th August.
"	"PYRRHUS"	4th September.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"ALCINOUS"	23rd July.
"	"DEUCALION"	29th August.
"	"PELEUS"	30th August.
LIVERPOOL (DIRECT)	"STENTOR"	3rd September.
(Taking Cargo at LONDON RATES.)	"PATROCLUS"	15th August.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. Co.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

"MELPOMENE"

Captain Matcovich, will leave for the above place, TO-MORROW, the 23rd instant, at 4 P.M. For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 17th July, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"FRANZ FERDINAND"

Captain Martinovich, will leave for the above place, TO-MORROW, the 23rd instant, at 5 P.M. For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 17th July, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN"

Captain Helms, will be despatched as above on WEDNESDAY, the 24th July, at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 20th June, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU"

Captain K. Sudzuki, will be despatched for the above Port on WEDNESDAY, the 24th instant. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 15th July, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG"

Captain G.S. Weigall, will be despatched as above on FRIDAY, the 26th instant, at 4 P.M. This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 20th July, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU"

Captain S. Atsumi, will be despatched for the above Port on WEDNESDAY, the 31st instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th July, 1901.

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA"

Captain Williamson, will be despatched for the above Port, on or about the 5th August. To be followed by the S.S. "ATAKA," on or about 15th September.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 20th July, 1901.

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DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES"

Captain Robson, will be despatched for the above Port, TO-MORROW, the 23rd instant, at 10 A.M. For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 22nd July, 1901.

"SHIRE" LINE.

FOR KOBE AND YOKOHAMA.

THE Steamship

"GLAMORGANSHIRE"

Captain Davies, will be despatched for the above Port, on WEDNESDAY, the 24th instant, at Noon.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 20th July, 1901.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"YAWATA MARU"

(3,873 Tons Gross, Captain A. E. Moses), will be despatched for the above Port, on FRIDAY, the 26th instant, at 4 P.M.

This new Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 20th July, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA, KOBE AND MOJI.

THE Company's Steamship

"LAISANG"

UNCLAIMED LETTERS AT THE
POST OFFICE.

"We are fasting but firm," said the hon. gentlemen in reply, though they admitted that the prospect of a good lunch on board the flagship was most alluring.

Other good-humoured messages were exchanged, the Admiral congratulating the M.P.s on the courageous spirit that association with the navy had developed in them.

of Registered Covers for Merchant Ships.	
Argosy	G. Nazimovich.
Albatross	M. Richardson.
Barfleur	G. Groves.
Bangsha	Capt. Moore.
Bowditch	W. Indermann.
Commanche	J. W. Holland.
Italian	J. J. McCarthey.
Mermaid	R. Olsen.
Atlantic	A. E. Tillson.

ACTING CHIEF MANAGER until
notice.
Member of the Board of Directors.
B. GILLIES

ED. Sanitary Board Notices receive
attention. Agent for MOSAIC TILES,
on Application. (1954) Hongk

practising with Dr. I. SARATA),
DENTIST,
No. 4, Queen's Road Central.
18, 3rd January, 1905. (10c) Hongkong

H. RUTTONJEE,
5, D'Aguilar Street, and
39 & 40, Elgin Road, Kowloon,
13th July 1907.

Consignees.

FROM HAMBURG, ANTWERPEN,
PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SITHONIA,"
Captain Burmeister, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

This Steamer brought also the Hongkong Cargo of H. A. Ritchie, "ARAGONIA" from New York, which Cargo was transhipped at Singapore.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office,
Hongkong, 18th July, 1901. [764c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-
From London, &c., ex S.S. Australia and Pacific.

From Australia, ex S.S. Arcadia and Australia.

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 24th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 18th July, 1901. [764c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"TIENSIN,"
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-
From London, &c., ex S.S. Egypt and Clyde.

Goods not cleared by the 23rd instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 17th July, 1901. [764c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BANCA,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 23rd instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 17th July, 1901. [764c]

NOTICE TO CONSIGNEES.

FROM NEW YORK, STRAITS AND MANILA.

"GLAMORGANSHIRE,"
Captain Davies, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.
Hongkong, 20th July, 1901. [772c]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessel during her stay in Hongkong Harbour:-
SEA WITCH, American ship, Howe, Master.

Intimations.

THE CHINA & JAPAN TELEPHONE
COMPANY, LIMITED.HONGKONG EXCHANGE.
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON,
Manager.
Hongkong, 17th December, 1900. [764c]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS

SUCH AS SICK HEADACHE, CONSTIPATION,

WEAK STOMACH, IMPAIRED DIGESTION,

DISORDERED LIVER, AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

10 CENTS PER BOX.

Prepared only by the Proprietor—

THOMAS BEECHAM, St. Helena, England.

SOLE AGENTS FOR HONGKONG AND THE

EMPIRE OF CHINA—

WATKINS, LIMITED,

APOTHECARIES' HALL, 65, Queen's Road

Central, Hongkong. [764c]

For Nervous Exhaustion

CHAPOTEAUT'S

Phosphoglycerate

OF LIME

The modern restoration of the nervous system.

For neurasthenia, prostration, etc., and in debility, sexual losses, dyspepsia, nervous origin and insomnia.

It is readily assimilated and promotes digestion.

PHOSPHOGLYCERATE SYRUP (CHAPOTEAUT)

PHOSPHOGLYCERATE WINE (CHAPOTEAUT)

PHOSPHOGLYCERATE CAPSULES (CHAPOTEAUT)

A. rue Vivienne, PARIS-FRANCE

NOW READY.

THE SPECIAL DESCRIPTIVE

AND STATISTICAL EDITION

OF THE

"HONGKONG TELEGRAPH."

TEN PAGES.

PRICE 50 CENTS.

Those desirous of obtaining copies should order early, as only a limited number has been struck off and a Second Edition cannot be printed.

The Special Edition will be mailed to any address on receipt of 50 cents to cover cost and postage.

Hongkong, and May, 1901.

[764c]

Intimations.

DROZ & Co.,
WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1864,
ST. IMIER, SWITZERLAND.

SPECIALITIES:

LEVER WATCH & CHRONOMETERS.

TRADE MARKS:

MAXIM, BIRMA, &c.

REPAIRS OF WATCHES AND CLOCKS

by competent European experts at

Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL.

Hongkong, 15th May, 1901. [526c]

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK

MAKERS, JEWELLERS, SILVER

SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches

awarded the highest Prizes at every Exhibition;

and for Voigtlander and Sohn's

CELEBRATED OPERA GLASSES.

MARINE GLASSES AND SPYGLASSES.

Nos. 44 & 46, Queen's Road Central. [23]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

ICE-HOUSE ROAD.

IS now in a position, in his New and Com-

mfortable Premises, to eclipse as heretofore,

ALL PHOTOGRAPHIC ART PRACTICED

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 22nd September, 1898. [150c]

VISITORS AT THE HONGKONG

HOTEL.

Andrews, Mr. D. A.

Angus, Mrs.

Arnold, Mr. H.

Bagg, Mr. J. S.

Bailey, Mr. W. S.

Bellairs, Mr. E. G.

Benjamin, Mr. David

Benton, Mr. F. L.

Berliner, Mr. F. J. G.

Black, Mr. J.

Bowers, Dr. F. H.

Breitmann, Mr. R. J.

Brown, Mr. R. H.

Brown, R. E., Major W.

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The Share Market.

LATEST QUOTATIONS.

(July 22nd).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation.....	\$125	395 3/4 premium [sell]
The Bank of China & Japan, Limited..... (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited..... (Ordinary)	£ 4	£1
The Bank of China & Japan, Limited..... (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ltd.....	£ 8	\$28 buyers
Do. Founders.....	£ 1	\$15 sellers:
Marine Insurances.		
Union Ins. Society of Canton, Ltd.....	\$ 50	\$340
China Traders' Ins. Co., Ltd.....	\$ 25	\$60 sellers
North China Ins. Co., Ltd.....	\$ 25	Tls. 180 sellers
Yangtze Ins. Assoc. Ltd.....	£ 60	\$125 nominal
Canton Ins. Office, Ltd.....	\$ 50	\$180 sellers
Straits Ins. Co., Ltd.....	\$ 20	\$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ltd.....	\$ 50	\$350 sellers
China Fire Ins. Co., Ltd.....	\$ 20	\$85 sellers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited.....	\$ 15	\$351 sellers [buy]
Indo-China Steam Navigation Co., Ltd. China & Manila S.S. Co., Ltd.....	£ 10 \$ 40	\$138 1/2 sales \$62 sellers
Douglas Steamship Co., Ltd.....	\$ 50	\$56 sellers
China Mutual S. N. Co., Ltd.—(Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd.—(Ordinary)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd.—(Ordinary)	£ 5	£7 buyers
Star Ferry Co., Ltd. {	\$ 10	\$24 buyers
"Shell" Transport & Trading Co., Ltd.....	£ 1	£2 1/2 buyers
Refineries.		
China Sugar Refining Co., Ltd.....	\$100	\$142 sales
Luzon Sugar Refining Co., Ltd.....	\$100	\$36 sellers
Mining.		
Punjab Mining Co., Ltd.....	\$ 9	\$5 sellers
Punjab Mining Preference Shares.....	\$ 1	\$1.20
Société Française des Charbonnages du Tonkin.....	Fcs. 250	\$325
Queen Mines, Ltd.....	25 cts.	5 cents
Selebu Mining and Trading Co., Ltd.....	\$ 5	\$42 sellers
Kaob Allan Gold Mining Co., Ltd.....	18s. 10d.	\$12 1/2 sales
Oliver, Freehold Mines, Ltd. A.....	\$ 5	\$1
Oliver's Freehold Mines, Ltd. B.....	\$ 5	\$1
Doaks, Wharves and Godowns.....	\$ 50	\$300 sellers
Hongkong & Wharves and Godowns Co., Ltd.....	\$ 50	\$300 sellers
Wanchai Warehouse & Storage Co., Ltd.....	\$ 37 1/2	nominal
New Amoy Dock Co., Ltd.....	\$ 62 1/2	\$24 buyers and buildings.
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.....	\$100	\$9.75 sellers
Hongkong Land Investment & Agency Co., Ltd.....	\$100	\$198 sellers
Kowloon Land and Building Co., Ltd.....	\$ 30	\$30 sellers
West Point Building Co., Ltd.....	\$ 50	\$54
H'kong Hotel Co., Ltd.....	\$ 50	\$130 buyers
Oriente Hotel Co., Ltd.....	\$ 50	\$70
Humphrey's Estate & Finance Co., Ltd.....	\$ 10	\$133 sellers
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.....	\$100	\$101 buyers
Ewo Cotton Spinning & W. Co., Ltd.....	Tls. 100	Tls. 50 sellers
International Cotton Mfg. Co., Ltd.....	Tls. 100	Tls. 40
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.....	Tls. 100	Tls. 50 buyers
Soy Chee Cotton Spinning Co., Ltd.....	Tls. 500	Tls. 300
Yahloong Cotton Spinning Co., Ltd.....	Tls. 100	Tls. 25 buyers
Cigar Companies.		
Alhambra, Limited.....	\$500	\$1,500 sellers
Philippine Tobacco Trust Co., Ltd.....	\$ 50	\$50
Miscellaneous.		
Green Island Cement Co., Ltd.....	\$ 10	\$201 sales and
China-Borneo Co., Ltd. A. S. Watson & Co., Limited.....	\$ 15 \$ 10	\$38 sellers \$16 sales
Watkins, Limited.....	\$ 10	\$10 buyers
Hongkong Electric Co., Limited.....	\$ 10	\$12
Hongkong Electric Co., Limited.....	\$ 5	\$61
Hongkong and China Gas Co., Ltd.....	£ 10	\$140 buyers
Hongkong Rope Manufacturing Co., Ltd.....	\$ 50	\$172 1/2
Gen. Fenwick & Co., Ltd.....	\$ 25	\$55 sellers
H'kong Ice Co., Ltd.....	\$ 25	\$185 buyers
H'kong High-Level Tramways Co., Ltd. Dairy Farm Co., Ltd. Hongkong and China Bakery Co., Ltd.....	\$100 \$ 6 \$ 50	\$260 buyers \$74 buyers \$50
Campbell, Moore and Co., Ltd.....	\$ 10	\$20 buyers
Bell's Asbestos Eastern Agency, Ltd. United Asbestos Co., Ltd. Tobaui Planting Co., Ltd.....	£ 1 \$ 4 \$ 5	\$1.10 \$114 1/2 sales \$3 sellers
Universal Trading Co., Ltd.....	\$ 20	\$20 sales
H.K. Steam Water-boat Co., Ltd.....	\$ 5	\$8 buyers
China Light & Power Co., Ltd.....	\$ 20	\$20
Robinson Plang Co., Ltd.....	\$ 50	\$50
Manila Investment Co., Ltd.....	\$ 50	\$150 sales
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